

EXTENSIONS OF REMARKS

HONORING SONORA HIGH SCHOOL

HON. GEORGE RADANOVICH

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 22, 2003

Mr. RADANOVICH. Mr. Speaker, I rise today to congratulate Sonora High School as it celebrates its 100th anniversary. A special Centennial Celebration will be held on September 26th and 27th at the Sonora High campus to honor the occasion.

Sonora High School is located in Tuolumne County in the town of Sonora, CA. The school officially opened on September 21, 1903. It was originally named Tuolumne County High School and was located in the County Court House. In 1906, a new school building was constructed, and the school was later renamed Sonora High School. Today there are 1,550 students attending the high school from seven elementary school districts.

Sonora High School offers a variety of educational programs. It provides a Regional Occupation Program which includes 12 courses to prepare high school students and adults for careers. The high school receives Gifted and Talented Funds that provide enriching activities for high achieving students. Sonora High School also offers an extensive Advanced Placement program which includes 18 college level courses in English, Social Studies, Math, Science, Music, and Computer Science.

Through the years the students at Sonora High School have excelled at numerous extracurricular activities. They participate in 15 sanctioned California Interscholastic Federation sports, and in 2002 the football field, Dunlavy Field, was rated by USA Today as one of the top 10 stadiums in the United States. The 300 member Golden Regiment Band has also received recognition for being the finest in the region. Sonora High's student leadership program encompasses over 150 participating students as well.

Mr. Speaker, it is my pleasure to congratulate the Sonora High School community on its accomplishments and contributions over the past 100 years. I urge my colleagues to join me in commending Sonora High School.

INSUFFICIENT FUNDING IN THE FY 2004 TRANSPORTATION AP- PROPRIATIONS BILL

HON. NICK J. RAHALL II

OF WEST VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Monday, September 22, 2003

Mr. RAHALL. Mr. Speaker, I rise today to discuss the Fiscal Year 2004 Transportation appropriations bill.

I voted for the Transportation appropriations bill because there are many worthwhile and appropriate provisions in the bill such as highway funding, funding for the Airport Improvement Program, and restored funding for the

Transportation Enhancements Program. Our economy and lifestyles are dependent upon our integrated transportation network, and my vote reflects my support for our infrastructure.

However, I voted for the bill with many misgivings. This bill grossly underfunds passenger rail in this country. As a long-time supporter of passenger rail in this country, I say that Amtrak has never been given adequate support by the U.S. Congress. Instead, it has frequently been made a convenient scapegoat for those eager to say that they support reducing federal spending, but who do not hesitate to fund other transportation modes. For many individuals from my Congressional district in Southern West Virginia, and for those in other areas, Amtrak serves as the primary source of travel even just for routine visits to the doctor's office or the Veterans Administration. Amtrak President David Gunn said he needs \$1.8 billion in 2004 to continue to carry out his reforms, which have been very successful to this point. I think we ought to give him the money to do his job.

Similarly, the bill underfunds the Essential Air Services Program. I realize \$63 million is no small amount, but it represents a dramatic cut to air travel in rural areas. As we recognized at the time of deregulation, and as we should recognize right now, we need to ensure that rural airports can continue to operate. Small communities in over 35 states rely on this federal funding for much-needed air service and jobs.

Furthermore, were it not for the efforts of Transportation Appropriations Subcommittee Ranking Member JOHN OLVER, my friend TOM PETRI, who is Chairman of the Highways and Transit Subcommittee to the Transportation and Infrastructure Committee, and several others as well as myself, the funding for the Transportation Enhancements program would not have been preserved as authorized. When we on the Public Works Committee, the precursor to the Transportation and Infrastructure Committee, authorized this valuable program with the enactment of the Intermodal Surface Transportation Efficiency Act in 1991, we heard the requests of the American people for a transportation bill that reflected lifestyle interests over and above the construction of the highways. In addition to a sufficient roads network, the American people want opportunities to preserve and visit historic, archaeological, cultural, and scenic treasures. As my good friend, JIM OBERSTAR, the respected Ranking Member of the Transportation and Infrastructure Committee, can no doubt attest, Americans also want to pursue recreational activities such as bike trails as alternatives to increasingly sedentary lifestyles.

Attempting to alter programs through the appropriations process such as the Transportation Enhancements, or the National Scenic Byways program, encroaches upon the jurisdiction of the Transportation and Infrastructure Committee. This raises an additional point of concern. Mr. Speaker, the Transportation Equity Act of the 21st Century (TEA-21) will expire at the end of this month with no suc-

cessor bill in place. This key surface transportation bill provides authorization and appropriations to address measurable needs in our infrastructure, but Congress has yet to even embark on a meaningful bill due to unresolved funding issues. This leaves the appropriators with no current, updated authorization language upon which to rely when crafting the transportation appropriations.

The United States Department of Transportation says we need to provide \$375 billion in federal funding just to maintain our surface transportation system in its current condition, which the American Society of Civil Engineers recently described as "substandard." Congress should not oppose investment in our infrastructure to ensure our future. We know what needs to be done, yet we are being delinquent in our responsibility to the American people by not doing it.

Congress should enact a surface transportation bill as quickly as possible.

RANDI'S CLEANERS: SMALL BUSINESS OF THE MONTH FOR SEPTEMBER 2003

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, September 22, 2003

Mrs. MCCARTHY of New York. I rise to name Randi's Cleaners the Small Business of the Month for September 2003 for the Fourth Congressional District of New York.

September 15-20 is National Small Business Week. I am excited to celebrate the contributions of local businesses on Long Island through the inauguration of a new Small Business of the Month program. Many in our community know that small businesses are the backbone of Long Island's economic well being. As the national economy struggles to stay afloat, the energy, flexibility and innovation of our local small businesses have become essential. It is time to spotlight some of these businesses' extraordinary achievements and contributions.

Randi's Cleaners, located in my hometown of Mineola, is a successful small business and an excellent addition to our community on Long Island. Known throughout Mineola as friendly and reliable, Randi's Cleaners also has a reputation for community improvement. Every year, Randi's Cleaners hosts a two-month-long "Coats for Kids" Drive, during which time members of the community donate their coats for people in need.

Arthur Epstein, Chairman of Randi's Cleaners' "Coats for Kids" Drive, has been collecting coats for both children and adults for 20 years. Originally, Arthur collected donations from individual dry cleaners. In 2000, he launched the "Coats for Kids" Drive as a community-wide effort. This fall, he expects donations from hundreds of individuals, schools, municipalities and private organizations.

Mr. Speaker, I thank Arthur Epstein and everyone at Randi's Cleaners for their hard work

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